For the trooper in the field, the thunder of helicopters can be the most welcome sound in the world. Whether it is a Cobra streaking in to deliver much needed fire support, or a Huey bringing in hot chow and a load of mail, the whine of a jet engine and the slap of rotor blades can be sweet music.


Perhaps one of the busiest commands in the division, the units of the Aviation Group are constantly on call. Just one battalion, the 159th, for example, flew 101,230 sorties in 1969. This involved the moving of 161,090 tons of cargo, 502 artillery redeployments and 258,030 passengers. And the other units show similarly impressive records.

The Aviation Group also boasts one of the last units still on jump status in the division, the 101st Pathfinders. Capable of infiltrating an objective by land, sea or air, the Pathfinders stand ready to guide helicopters into landing zones anywhere, any time.

In Operation Lifesaver the Pathfinders teamed up with the 326th Engr. Bn. (Ambl.) to transform marginal landing zones in the division area into safe ones. The Pathfinders added their professional knowledge to the engineer’s skill to make sure that the landing zones had safe approach and take off lanes and were in themselves adequate.

So vital have the efforts of the pilots, mechanics, air traffic controllers, Pathfinders and all the men of the Aviation Group become, that Maj. Gen. John M. Wright Jr., commanding general of the 101st, stated, “... In the infantry we no longer look upon Army Aviation as a support element. We look upon Army Aviation as an integral means of fire and maneuver as Indispensable as armor and artillery.”
23 Die, 53 Hurt in Worst Copter Crash of Viet War

HAKLOC (AP) - A huge American helicopter smashed into a tree just after taking off from a U.S. base south of the Demilitarized Zone, killing 23 persons and injuring 53 in the worst copter crash of the Vietnam war, military spokesman reported Friday.

It was not immediately clear whether all of the men killed and wounded were aboard the helicopter or whether some were on the ground when the twin-engine copter crashed into a tree, flipped over and burned after liftoff from a U.S. Marine artillery base five miles from the Laotian border.

The dead included 22 South Vietnamese militiamen known as Popular Force.

(Continued on Back Page, Col. 3)

Meanwhile, a two-man British team from the Royal Geographic Society Mountain and Scientific Expedition obtained permission to visit the 21,000-foot Himalayas in Nepal.

Volunteers Clean Up

DERBY, England (UPI). A group of volunteers helped to clean up the Frensham Canal basin. 26 old washing machines on the bottom of the waterway.

24 Pacific Stars & Stripes

Sunday, April 6, 1969

Copter Crash Kills 23, Hurts 53

(Continued from Page 1)

A spokesman for the U.S. command and the Chinoi, a crew of three American crewmen, Forty-nine, another Popular Force soldier, and four U.S. crewmen were injured.

The 14-ton U.S. Army CH-47 Chinoi, a warehouse of the Vietnam war, crashed Wednesday. Military spokesman said announcement was withheld because some soldiers were mourning at the time of the crash.

A soldier for the U.S. command and the Chinoi, normally carries a crew of three American crewmen, and six passengers, but killed more in under combat conditions.

Frigidly, it was returning from the Vietnamese to their home base when they had completed a mission of mercy.

U.S. troops on a massive operation called "Major Crop," aimed at cutting off South Vietnamese supply routes through Laos into South Vietnam, had captured more than 1,000 tons of enemy rice 11 days ago, the second biggest haul of the war.

The rice was to be redistributed to South Vietnamese refugees and the Marines called on the government in Saigon to assign Popular Force soldiers to carry it out. They had completed the task and the helicopter was carrying them back to base villages where they are normally assigned.
OCTOBER 1968

At Fort Sill, Oklahoma, Playtex was going into her third month as a Company in the 159th Assault Support Helicopter Battalion. Preparation for the impending move to the Republic of Vietnam were well under way. The sixteen CH-47C Chinooks were undergoing a Preparation for Overseas Movement inspection, in readiness for their shipment by aircraft carrier. The company was busy packing unit equipment and storing it in the 84 steel conexes allotted them.

A Command Maintenance Management Inspection (CMMI) was held on the 15th of the month. Playtex company received the highest score of any unit enroute to Vietnam, ever tested at Fort Sill. This high score certified the unit's readiness for it's tasks ahead.

(14 May 1968, Unit formed as 293rd aviation company)
(24 July 1968, unit deactivated and at 2400 hrs reactivated as C/159th ASHB)
(Sept CMMI was highest score ever recorded at Fort Sill)

--- Break (User Defined) ---

NOVEMBER 1968

Packing of equipment and the preparation for overseas movement inspection, a seemingly endless task, were completed. The pilots of Playtex were now turning their attention to planning the upcoming ferry flight of the Chinooks from Fort Sill to Sharpe Army Depot on the west coast. The route was decided and announced. Preparations were made for sleeping accommodations for the flight crews. The flight was to be flown over a four day period beginning the 8th of November 1968. The first day of flying was planned to reach El Pase, TX. The second day Phoenix, AZ. The third day Bakersfield, CA and finally the fourth day arriving at Sharpe Army Depot, California.

On the 7th of November, one chinook was flown by Colonel Silvers, the CH-47 aircraft project manager to the west coast. On the 8th of November, Playtex gave a farewell to Fort Sill, her home for nine months. Using fifteen aircraft in flights of three, the pilots from Playtex gave an impressive fly-by criss-crossing
the post before heading West. The flight, led by Major Adamcik, our Commanding officer, made El Paso that night. Two aircraft requiring maintenance were forced to remain two nights at El Paso assisted by a third maintenance aircraft.

On the 9th of November twelve Chinooks departed for Phoenix, AZ. On the 10th the twelve Chinooks departed for Bakersfield while the three Chinooks at El Paso departed for Bakersfield by-passing Phoenix. The last three Chinooks reached Bakersfield only a few hours behind the other twelve aircraft having one more day of flying to reach the objective on schedule.

The morning of the 11th at Bakersfield, fifteen crews were standing by for the last leg of the flight. Haze and fog had prevented Playtex from departing early, but at 1330 hours the whine of turbines and the beating of rotor blades broke the stillness of the Airfield at Bakersfield, CA.

In marginal weather Playtex "Pressed On" and at 1600 hours the final flight of three landed safely at Sharpe Army Depot. Two officers, four non-commissioned officers and eighteen enlisted crewmen remained with the aircraft at Sharpe to make the final preparations for shipment. The remaining pilots and crewmen, tired from the strenuous day, boarded a bus which took them to San Francisco International Airport for the flight back to Fort Sill.

On the 15th and 16th of November, all of the unit's equipment packed in conexes departed Fort Sill for shipment. Two enlisted personnel accompanied the cargo as escorts. They sailed on the 23rd on the "Elizabeth Lykes".

With the aircraft and equipment gone, the officers and men from Playtex were granted their leaves.

--- Break (User Defined) ---

**DECEMBER 1968**

On December the personnel remaining at Sharpe Army Depot, California, flew the aircraft to Oakland, Calif., to be loaded on the USS Core, an aircraft carrier. On the 13th they departed the West Coast for Vietnam.

On the 18th of December, the advance party left Fort Sill for Vietnam. Two officers and eight enlisted men made up the party. Their job was to make preparations for the arrival of the unit in Vietnam later in the month. They arrived at Cam Rahn Bay and were transported to Hue, Phu Bai by CH-47s.
Back at Fort Sill, all leaves terminated on the 26th of December. At midnight on the 28th of December, General Charles P. Brown, Commanding General of Fort Sill, gave a farewell address to the men from Playtex and wished them well in their future assignment in Vietnam. After being transported by bus to Tinker Air Force base in Oklahoma City, the men waited for the first C-141 flight to depart for Vietnam.

Two separate flights were scheduled. The first carrying 89 passengers and the second carrying 80 passengers. Two other C-141 flights were scheduled to carry the unit’s red TAT equipment. The flights by C-141 stopped at Elmendorf, Alaska; Yokota, Japan and finally Da Nang, RVN. The first flight arrived at Da Nang, Vietnam at 0200 hours 31 December 1968. The second at 2000 hours, 31 December. The two cargo flights followed shortly thereafter. Both flights were met by Pachyderm and Varsity aircraft (A and B companies, 1-15th ASHB already in country) and flown to Phu Bai, the new home of Playtex.

The red TAT equipment was flown by airforce C-130 to the airstrip at Phu Bai and transported by truck across the compound to the company area.

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**JANUARY 1969**

On 4 January 1969, Playtex was officially welcomed into the 101st Airborne Division by Major General Melvin Zais. In a ceremony held on Liftmaster pad, General Zais and dignitaries addressed the Playtex Company personnel about their future mission in RVN. The ceremony was highlighted at the end when, with one loud rip, the men from Playtex removed the green tape from their left shoulders, uncovering the 101st Airborne Patch. The Screaming Eagle.

Colonel Crozier then held a meeting of all Playtex personnel in the Non-Commissioned Officers Club. He too welcomed Playtex personnel and explained the mission they would have.

On 10 January 1969 Playtex Pilots, and Aircraft Commanders from "A" and "B" companies began ferrying aircraft from the USS Core. The aircraft carrier had docked in DaNang Bay, and one by one, as the aircraft were readied for flight, pilots flew them to their new home.

The pilots from Playtex were also receiving area operation
orientation flights from her sister companies. Each pilot was
given an average of 20 hours, working with other company's pilots.
On 27 January, Playtex was fully operational.

On arrival in Phu Bai, many of the buildings had already been
built by the Seabees. Members of the unit carried on where the
Seabees left off, building more sleeping quarters and finishing
the interiors of the previously build quarters. The slow and
tedious task of building bunkers was also begun. A sure sign that
Playtex was adjusting to the needs of a combat zone. The
maintenance section was fully operational and maintained an 87%
availability rate for January. Playtex pilots, in addition to the
flight time logged in the other company's Chinooks tallied up 318
hours for Playtex aircraft for the 1st month in country.

FEBRUARY 1969

On 1 February 1969, Playtex went through her first in country
infusion of personnel. Three Commission Officers, 12 Warrant
Officers, 5 Non-Commissioned Officers, and 59 Enlisted men were
infused to either "A" or "B" Company, 159th ASHB. In return, 3
Commissioned Officers, 8 Warrant Officers, 4 Non-Commissioned
Officers and 89 Enlisted personnel were infused into "C" company.

On the 5th of the month, Playtex was called upon to give
support to the 3rd and 9th Marines, stationed north, near the
Demilitarized Zone. Six aircraft remained TDY at Fire Support
Base Vandergrift, approximately twenty miles west of Dong Ha, RVN.
Here they remained for six days, supporting Marine fire bases
located on the areas hillsides.

On February 69, Playtex lost her first aircraft. On the last
resupply mission of the day, Playtex 501, encountered a loss of
power on final approach to Fire Base Erskine. The crew was unable
to release the sling load in time and the aircraft crashed and
burned fifty meters from the fire base. Both pilots and the
flight engineer were medivacced to the United States, the crew
chief was evacuated to Japan and the door gunner spent a week in
the in-country hospital.

On 15 February 69, the 327th Detachment Commander, Major
Frank Shaver, left for a new assignment in Vietnam. Major
Lawrence Karjala took over the command.
Buildings and area improvement continued in the company area. As materials were made available, Playtex bent to the task of making a permanent home, in Phu Bai, Vietnam.

Playtex pilots logged 739 hours in February, carrying 3,511 tons and 8,582 passengers. Maintenance gave its full support, with an aircraft availability of 85% during the month.

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**MARCH 1969**

In March 1969, the requirement was given to Playtex to have two aircraft TDY at Camp Evans, just West of Phu Bai. This was in support of the 3rd Brigade FSSE. Playtex maned these two aircraft and few to Camp Evans. They remained there almost four weeks, flying resupply missions into fire bases South-West and West of Camp Evans, RVN.

On the 22d of March, at 0630 hours Playtex encountered her first enemy rocket attack on the compound. With rockets impacting in and around the company area, people sought the shelter of their newly built bunkers. One 122 MM rocket hit directly on an old 1st Cav. Bunker in the company area where four Playtex men were seeking shelter. Only one injury evolved from the incident, but all four men praised the workmanship of the old bunker for withstanding the major force of the impact. (122mm Rocket weighed 150lbs and had a warhead of 40lbs of High Explosive charge (HE))

Playtex pilots logged an impressive 1,074 hours this month, carrying 8,209 tons and 11,668 passengers. The Playtex maintenance section held an 83% availability for the month.

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**APRIL 1969**

An in-country infusion with the 158th AHB was held in the early part of the month. Seven Enlisted men left Playtex to their new assignments in the 158th.
On the 5th of the month Playtex received a new First Sergeant. First Sergeant Frederick was infused to the 478th Aviation Company and in return First Sergeant Padgett came to Playtex from the 158th ASB. On the 9th of April, Major Samuel E. Kaiser the Executive Officer from Playtex left for a new assignment with the 157th Battalion staff. Major Kaiser had helped form the Playtex unit in May of 1968 and had served in the Executive Officer slot during his stay with Playtex. Captain Charles Lee and Captain Howard VanDine left Playtex to serve with the Battalion Staff as S-2 and HHC commander respectively.

On 26 April 1969, two interior guards were injured on Liftmaster Pad during an enemy rocket attack. Both individuals required hospitalization and one was evacuated to the United States.

A new operation by the 101st Airborne Division expanded the area of operation west to the fringe of the Ashau Valley and extended South-West to within a few kilometers of the Laotian border. Due to the need of the Chinook in setting up the new fire bases, and daily resupply to them, Playtex responded fully to the call. At this time Playtex was left with only nineteen operational pilots. Due to this shortage and the demand for aircraft Playtex pilots averaged one hundred and forty flight hours each for the 30 day period.

With 1,410 hours of flight time logged during this month, Playtex set an Army wide record for the number of hours flown by a Chinook unit in a thirty day period. 7,089 tons of cargo were hauled and 6,641 passengers were carried in the AO. The maintenance section did a tremendous job in keeping the pilots supplied with the needed aircraft. Maintenance availability averaged 84% throughout the month.

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**MAY 1969**

The month of May was to be a month of testing and a month of proff for Playtex. The flight operations was to be tested due to the fact that they would be responsible for moving and supporting the 101st Division in the Ashau Valley for the first time. This move was to be marked by many unforeseen and costly incidents. Flying proved hazardous for we were flying over unknown and unsecured territory. The loss of Playtex 509 on 10 May 69 was a
very good example of this. The aircraft commander of 509 was CW2 Eric A. Van Opstal, and his pilot was LTC Billy L. Odneal, our Battalion Commander. To cover the assault into the Ashau Valley by the 101st Division, it was tactically necessary to establish LZ Tiger Mountain to cover the assault. Playtex 509's mission along with her sister ships was to establish this artillery FSB. The two ships preceding 509 received enemy fire but took no rounds. Playtex 509, with the knowledge that the area was hot, set up what was to be her final approach. With a mere fifty yards to go to touchdown she was opened up on and the fifty caliber rounds found their mark. Taking a round through the number one engine, she immediately lost power and the pilots were forced to initiate a controlled crash onto the fire base. As she impacted on the LZ the 105 mm howitzer she was carrying was rammed in her belly. Due to the stability caused by the Howitzer in her belly and the calmness of the pilots keeping control of the aircraft 509 was saved from rolling off the one-thousand foot cliff she was teetering upon.

Also during this time Playtex was to have her first crewmember injured by hostile fire. On a resupply mission SP4 Collick serving on Playtex 511 was medivaced to the United States for recuperation after receiving two automatic weapons rounds.

The Pilots of Playtex were averaging one-hundred and forty hours flight time a month accumulating a total of 1298 hours for May. In these hours they carried 8,285 tons and 6,318 passengers in support of the 101st Airborne Division Operations. Making all this possible was the fact that our aircraft maintenance section maintained a constant 80% availability. On the 31 of May, Playtex was faced with an Annual General Inspection which she passed with flying colors. Also on the 9th of May we flew 96 hours in one day. (Total Unit flying hours)
of work needed to be done by Chinbooks in the 101st Division AO was felt by the Company. Playtex pilots logged 891 flight hours for the month carrying 4,622 tons of cargo and 6,466 passengers within the AO. This enabled the maintenance section to increase its availability to an average of 82% for the month.

Two old Playtex personnel departed the company in June. CW2 Bryan Reese was assigned to the Battalion Staff to fulfill the duties of Battalion Aviation Safety Officer. CW2 Reese had been with the Company since it formed at Fort Sill, Oklahoma in May 1968. The second person to depart was the Commanding Officer, Major Merril T. Adamcik. In a ceremony held on 27 June, Playtex received its second commander, the previous Executive Officer of Playtex for twelve months, now returning from the Battalion Staff, Major Samuel E. Kaiser. The ceremony held on Liftmaster Pad was attended by Colonel Crozier from Group, Lieutenant Colonel Odneal from Battalion and the officers and men from Playtex. After the ceremony Playtex was granted a stand-down and the whole company enjoyed their time off at a picnic on Eagle Beach, the 101st Airborne in-country R & R center. Under clear sunny skies, white beaches, and the warm South China Sea, men from Playtex enjoyed refreshments and a cook-out. A short but well earned rest from their duties.
Unit History

1 May 1968 through 31 October 1973

The story of Playtex begins at Fort Sill, Oklahoma during the year nineteen sixty-eight. On the first of May, that year, the 293rd Aviation Company (Medium Transport) and the 327th Maintenance Detachment came into existence under the Artillery Aviation Command at Fort Sill. The company’s first commander was named to be Major Merrill T. Adamcik, whose responsibility it was to transform a unit that existed on paper only, into an operational entity.

During the following months the company’s primary mission was to train and prepare itself for a fully operational capability. On July twenty-fourth, nineteen sixty-eight, the 293rd was redesignated C Company, 159th Assault Support Helicopter Battalion and along with it’s maintenance detachment notified of its ultimate assignment to the Republic of Vietnam as part of the 101st Airborne Division (Airmobile). From July to November, the training of C Company, continued with increased emphasis on the particulars of performing its mission in a Vietnam environment. Additionally, aircraft and equipment were prepared for the impending move overseas.

In November, the aircraft were ferried by selected Playtex crews from Fort Sill to the west coast at Sharpe Army Depot, California. In December, the CH-47’s were placed aboard the USS Core, an aircraft carrier, for transportation across the Pacific. During this month also, after the termination of their leaves, the company’s personnel boarded Air Force transports at Tinker Air Force Base and left for RVN. Arriving at Da Nang, The C Company personnel were transported to Phu Bai by their sister companies’ Chinooks.

Finally, having arrived at their new home, the men of Playtex began setting up housekeeping. Billets had been prepared for C Company’s occupancy, having been previously constructed by the Navy’s Seabees. On January fourth, nineteen sixty-nine, the acceptance ceremony was held, bring C Company into the 101st Airborne and giving them the additional title of “Screaming Eagles”. The tenth of January found Playtex picking up their Chinooks from the USS Core, anchored in the Da Nang harbor, and flying them back to Liftmaster. Working quickly and skillfully, C Company organized and declared itself fully operational on January twenty-seventh.
As Playtex began its operational mission in the I Military Region, its first loss of pilots occurred. Luckily, it was only administrative, as its first in-country infusion took place and a number of officers were transferred to A and B Companies, with Playtex receiving an equal number in return to maintain its strength. Unfortunately, the next loss of personnel that came about was not due to a similar set of circumstances. On the tenth of February, a Playtex aircraft was shot down, resulting in the injury and subsequent medevac of the entire crew. During the month of March, two aircraft were sent northward to Camp Evans on a TDY status in support of the 101's 3rd Bde. This commitment which was repeated often in the following months, continued into March. C Company experienced its first rocket attack as Liftmaster came under fire.

During May nineteen sixty-nine, the 101st Airborne began its first operation into the A Shau Valley. Playtex was there with its Chinooks providing the necessary support for firebase construction and resupply of the ground troops. Notable at this time was the story of aircraft 509 and its participation in the establishment of LZ Tiger Mountain. On short final, with a 105 howitzer slung underneath, a burst of .51 caliber fire penetrated number one engine and forced the aircraft down. The 105's tube punctured the bottom of 509 and the event managed to balance the aircraft precariously on the side of the hill. For two days, maintenance personnel from the 327th labored to repair the aircraft, changing an engine and rebuilding structure at the puncture location. This took place while the LZ was under continual harassing fire. The effort was a success and the aircraft was flown home, all in all an extraordinary accomplishment for C Company's maintenance support.

On the tenth of June, Major Samuel E. Kaiser became the second commander of C Company. Under his command, the next major action of Playtex was a TDY move to the Chu Loi area with three aircraft in support of the 1st Bde. In this region, a tragic accident involving Playtex 513 and an Air Force FAC aircraft occurred on the second of August. The mid-air collision proved to be fatal to the crews of both aircraft and this tragedy is still the worst in C Company's history. Also while working in the Chu Loi AO, the first use of Playtex aircraft on combat assaults took place on the first of August. The Chu Loi operation ended August fifteenth and Playtex's aircraft returned to their home at Phu Bai.

In the month of September, the 101st initiated a new concept in airmobile tactics. Designated "artillery raids", the theory placed a security force and artillery battery on a prepared landing zone in the morning. The artillery battery issued forth harassing fire throughout the day while located at its advanced position. Then, late in the afternoon, the elements were extracted from the temporary firebase and returned to their base of operations.
C Company was, of course, directly involved with this new type of operation due to its inherent capability of moving artillery pieces and their ammunition. Also during the month of September, the withdrawal of the 3rd Marine Division from the DMZ found Playtex assisting the move of the 3rd Bde North to fill the vacuum. The remaining three months of nineteen sixty-nine, Playtex experienced its first monsoon season and flew in support of division operations whenever possible, with due consideration for the weather situation. December twenty-fifth was the date that found C Company with its third commander taking charge, Major Thomas K. Phifer.

Operation Randolph Glen, which had begun on the seventh of December nineteen sixty-nine, as it continued into nineteen-seventy, became Playtex's first major concern of the new year. From January to March, as the weather permitted, battery raids and resupply were the primary daily operations as C Company "pressed on". On March thirtieth, Operation Bell Point took place. This operation was the movement of troops from outlying firebases and defensive positions to Camp Eagle for Easter services and their return. Playtex carried a total of 1452 passengers in support of this operation.

The first of April, the 101st Airborne Division began Operation Texas Star. During this operation, C Company continued its role of support in resupply and inserting permanent firebases. In this time period Major John D. Jones became C Company's fourth commanding officer. The change of command took place on the twelfth of April. Highlights of Operation Texas Star, involving Playtex were operations in connection with firebases Henderson, Granite, Tun Tavern, Fuller and above all, Ripcord. C Company distinguished itself by recovering two downed Varsity aircraft from firebase Ripcord on the second of July along with its participation in the firebase's extraction under fire.

The month of September found the Super "C" Chinook grounded due to problems with its L-11 engines. A Semi-standdown period ensued with "C-minus" CH-47's being utilized as much as possible until the other aircraft had been converted to the less powerful version. In addition, a number of "A" model CH-47's of the 196th Aviation Company, the "Flippers", along with crews, assisted C Company in its operations during this period.

September thirtieth marked the end of Operation Texas Star and the next day, October first, saw the beginning of Operation Jefferson Glen. C Company's main involvement during this operation was the transfer of equipment and personnel from the forward firebases to firebases located closer to the lowlands area in preparation for the coming monsoon season. In addition, as the weather situation allowed, battery raids were continued as much as possible. In the month of October, Typhoon Kate hit the I Military Region, causing continual heavy rain and consequent
Adespread flooding. In a humanitarian manner, men and aircraft of Playtex rescued stranded villagers, also flying in food and supplies to the villages cut-off by the floods under extremely adverse weather conditions. December fifth, nineteen-seventy saw the C Company reissue of command given to Major Thomas L. Berta. High points of the years end were the battery raids into firebases Pistol and Maureen in which Playtex took a key part.

As can readily be seen, C Company preformed its mission of "Support Extraordinaire" in a consistently outstanding manner. The men of Playtex past, present and future can be justly proud of their association with C/159th.

January 1971, marked the beginning of the third year of operations in Vietnam for Charlie Company. Operation Jefferson Glen continued to be in effect with C Company providing full support in resupplying the outlying firebases in I Military Region.

The monsoons continued to be the most serious problem, working against mission completion. In order to utilize every available minute of good flying weather, 3 Chinooks were sent to Camp Evans for a weeks stay in support of the 3rd Bde.

The thirteenth of January marked the beginning of a major operation that would eventually become one of the most important campaigns to ever take place in South Vietnam and would remain in the minds of those who participated for many years to come. C Company played a key part in the initial phases of this operation by moving load after load of men and supplies to the northern confines of South Vietnam.

In February the mysterious operation was dubbed Lam Son 719 and its magnitude became increasingly apparent to the men of C Company. February seventh found many of the aircraft of C Company at Firebase Vandergrift setting up to stay the night in preparation for the Laotion invasion that was to take place the following morning. Minutes after the aircraft had been secured enemy forces began shelling the firebase with a deadly barrage of mortar and rocket fire. The Playtex crews, after initially taking cover, returned to their aircraft and safely evacuated them.

Beginning on the eighth of February and throughout the Laotion operation, C Company did its part, carrying sortie after sortie of artillery pieces, munitions and supplies to the newly established firebases in support of the ARVN's advance into Laos. That evening an unfortunate accident occurred at Liftmaster; aircraft 542 was taxied into a revetment while being parked for the night. The speed trims were extended to gain traction on the wet PSP and the pilots failed to retract them. The result was a total loss of 542 and one injury.
February fifteenth is recorded as another one of the darkest days in the history of C Company. On that day, aircraft 506 was shot down while on a combat resupply mission well inside the Laotian border. The aircraft was destroyed in midair, resulting in the loss of 3 aviators and 3 crewmembers.

During the month of March, an ever increasing number of Playtex personnel and aircraft were exposed to anti-aircraft fire. Aircraft 820 and 990 were both disabled by enemy fire and through the courage and maintenance expertise of Playtex maintenance personnel, both were repaired and flown back to Liftmaster. Aircraft 502 was not so fortunate. After being shot down while on a mission to resupply fire support base Delta, and after the crew had been safely picked up, the aircraft was hit and completely destroyed by enemy mortar fire.

On the twenty-fifth of March, Chinook operations ceased in Laos. During this campaign the men of C Company time and again proved their courage and professionalism in the face of a determined enemy.

The month of April found Playtex aircraft supporting Operation Jefferson Glen and assisting in the withdrawal of two brigades of ARVN Marines from the area of Ke Sanh. The unit was given a standdown day, a well deserved rest. Unit spirit was the call that resulted in a unit basketball court constructed with the available engineer assistance, it was in use in the matter of a few days.

A memorial service for the crewmembers killed on aircraft 506 was held on April seventeenth. The entire company attended and paid respect to their fallen friends and comrades.

April also marked the inactivation of the 327th Transportation Detachment. The detachment became an integral part of the Playtex organization.

May highlights include continued support of Operation Jefferson Glen and Lam Son 720, another unit standdown day with particular attention paid to relaxation, eating and consumption of beverages. May was also a good month for the motor maintenance personnel, as the unit vehicles received high ratings on road side inspections. The 159th had a change of command ceremony on the 9th of May, as LTC Davis replaced LTC Newton. Charlie Company welcomed LTC Davis to the best assault support helicopter battalion in the Army.

Notification that the annual IG would be early in June resulted in extensive preparation and as was to be expected Charlie Company came through with excellent marks in all areas.
The upcoming departure of Major Berta necessitated preparation for a unit change of command ceremony. Capt Kelvin A. Utley, the unit executive officer for the past six months was to become the new commander of Playtex. The ceremony took place on 24 June 1971 and Maj Berta departed shortly thereafter for his new assignment in Washington, D.C. A new arrival, Capt Magay, assumed the duties as executive officer.

In July, C Company set the example for the rest of the battalion by flying 896 hours and hauling 3,857 tons of supplies. Normal resupply missions were continued, with some hostile action for Playtex aircraft near firebases Sarge and Fuller. The majority of the month found us conducting the normal day to day resupply operations of the vital firebases scattered throughout our area of operations. In addition, firebases Tallon, Spear and Blitz were put in during a well coordinated operation that found C Company working hand in hand with A and B Companies.

During the month some of our pilots and crew members again experienced the drama of flying resupply missions under hostile fire. Due to the continuous pressure applied by the enemy to firebases Sarge and Fuller, our crews more than once carried vital supplies into these positions in spite of the constant threat of enemy fire.

During August, C Company once again set the example for the rest of the battalion by flying 963 hours and hauling 3,118 tons of supplies and carrying 4,847 passengers.

Our primary concern during the month was the continued resupply of firebases. A considerable amount of supplies were delivered to Mai Loc for the support of nearby Sarge and Fuller.

C Company's softball team turned in a spectacular performance in winning the Phu Bai Softball Tournament. A few days later the team traveled to Camp Eagle to participate in the Division wide tournament. Outstanding play resulted in the Playtex team sweeping the tournament with what turned out to be a perfect game pitched by SFC Justice. Once again, C Company can boast of being the best and can back up its reputation by accomplishments.

During September the majority of our flight time was in conjunction with a new operation, Lam Son 810. The operation started on the eighth of September and continued until the eighteenth. During this period the men of Playtex found themselves once again flying in the area around the Sahn in support of ARVN troops. The operation went smoothly for C Company right up until the final day when tragedy struck. Two of the most liked crew members of the unit, SP/4 Kenneth Jones and SP/5 Gerald Van Winkle were killed at Mai Loc, when they accidentally detonated a mechanical ambush. A memorial service was held in the company area on 20 September 1971. Their friends and fellow soldiers paid their last respect through prayers and eulogies.
The unit was allowed toward maintenance beginning with the latter part of September as each unit of the battalion was allowed to stand down every third day.

During the month of October, C Company conducted business as usual inspite of almost daily monsoon rains and occasional tropical storms. Although the heavy rains limited our flying time to a total of 609 hours, which was well below our normal average, the overall results pointed once again to Playtex's ability to get the job done.

Instrument training was intensified this month; the aviators of C Company used the many days of marginal weather to increase their IFR proficiency.

It was suggested that as a company project, we devise some method of enclosing the basketball court, so that it could be used for sports and movies, a sort of all-weather amphitheater. A maintenance tent frame was moved from the motor pool to the court and completely covered with canvas to make a waterproof dome. The frame was moved by approximately fifty men with a man on top to lift electrical wires. Many hours of dry recreation have been enjoyed by the members of Playtex.

During November, the bad weather and monsoon rains continued in an unrelenting manner. This held the flight time normally used for resupply to a minimum. When we were able to fly it was to carry troops between Da Nang and Phu Bai in support of the initial phases of the 101st Abn Div's standdown. November also saw the beginning of the IFR combat bus run. This was the first time that Army helicopters were to carry passengers on a daily scheduled basis during IFR weather. Because of the great amount of planning and coordination that went into the development of the program, it became a huge success, testifying to the professionalism of the aviators of the 159th ASHB.

Word was received that the initial phase of the 159th ASHB's standdown would begin in November. C and A Companies would each give B Company 5 of their low-time aircraft, which would be replaced by 5 of B Company's high time aircraft. This would enable B Company, the last unit to standdown, to have the best possible aircraft. Emotions ran high, as the Flight Engineers stood by and watched their aircraft depart Liftmaster pad.

November twenty-eighth marked the date of the worst air disaster in the history of the unit. While on a flight from Da Nang to Phu Bai, with 29 passengers and a crew of 5 on board, an emergency radio call was transmitted from Playtex aircraft 866; seconds later all radio contact was lost. A massive air and sea search was initiated, but because of bad weather it was several days before the wreckage was sighted in the coastal mountains. Everyone aboard the aircraft was killed. At this time the reasons for the crash are under investigation.
The month of December began with the knowledge that it was to be the last month of Playtex's existence. Cpt Utley turned his command to Cpt Charles E. Magaw, the seventh and last commander of Charlie Company in the Republic of Vietnam.

Missions were curtailed and completely stopped by 7 December 1971. On the eleventh a memorial service was held for the crewmembers of aircraft 866.

The second half of December found Charlie Company gathering and preparing all its material for turn-in. The aircraft were reassigned within RVN - 12 to the 68th Avn Co, Pleiku, 2 within the battalion and 1 to the 178th Avn Co at Marble Mountain. Personnel began to depart the unit on 24 December and were all reassigned by 3 January 1972. Everyone departed with many fond memories of the best Chinook Company in Vietnam and probably in the US Army. The last aircraft departed Liftmaster pad on 1 January 1972, flown by the Company Commander, Cpt Magaw, IP Cpt Love, FE Boeing Tech Rep, Bryan Scofield.

On 12 January 1972, an informal ceremony was held at the Battalion Headquarters, at which time the following mementos were presented to LTC Davis, The Commanding Officer of the 159th ASHB:

"Charlie" Company Guidon
Playtex Photo Album
Boeing Achievement Plaques - 30,000 combat flight hours -
- 3,375 not represented by plaques
Memorial Plaque for members of the unit that lost their lives in RVN
Playtex Bubble Softball trophies

This simple ceremony marked a historical event of a fine unit operating within a fine battalion. All members of Playtex can be justifiably proud of their accomplishments and the accomplishments of "Charlie" Company, 159th ASHB, 101st Abn Div (Ambl), APO SF 96383.

On the fifth of August 1972, "Charlie" Company was reactivated at Fort Campbell, Ky. with Cpt Thomas A. McMillen assuming command as the eighth commander of C Company and the first in their new home.

Pilot training began in early 1973 with the few pilots we had utilizing the aircraft of A and B Companies. On the first of April "Charlie" Company received their first two aircraft, turnovers from A and B Companies. Also at this time we began sending crews to New Cumberland Army Depot, Pa. to pick up aircraft. By the early part of May we had increased our aircraft to seven, and our training was in full swing.
From the 14th to the 16th of May, "Charlie" Company assisted "Bravo" Company with their operational missions during their ATT and helping them in support of Quick Eagle III which was running concurrently with their ATT. Throughout the remainder of May 0 Company continued training with artillery batteries carrying 105 Howitzers and practicing insertions and extractions.

By the early part of June we had increased our aircraft to eleven. Then between the 15th and the 16th of June we had our ATT which we passed with flying colors, our only deficiencies being lack of equipment, which had yet to be received. Shortly following our ATT was another FTX, Quick Eagle IV, during which we carried our heaviest loads, 155 Howitzers and Gamma Goats weighing as much as 13,200 pounds.

On the 22nd of June 1973 command was assumed by Major Maurice L. Reed, we were all sad to see Cpt McMillen leave "Charlie" Company and the US Army, on his way to civilian life and Phoenix, Arizona.

On the 26th of June aircraft 996, while on a routine mission to Atlanta, Ga., had an inflight failure of the #2 engine transmission and was forced down. They landed in a field location near the township of Altamont, Tenn., between Nashville and Chattanooga. The two days the aircraft spent in the field was an excellent test of our outstanding maintenance team. As well as changing an engine transmission, the combining transmission was also replaced. By the time we left Altamont we had made lasting friends for the US Army.

When the end of FY 73 came around C Company now had a total of 33,682 hours of flight time.

We continued flying missions to outlying bases, from Atterbury, Ind., supporting the National Guard in their field exercises, to Lawson AAF carrying the TOW missile system in support of the 1/501 Infantry, missions to Lexington Army Blue Grass Depot, a static display in Arlington Heights, Ill. for the Future of America Fair, a static display at Smyrna Airport in Nashville for Armed Forces Day and to Montgomery, Ala. transporting the Vulcan cannon.

On the 16th of August "Charlie" Company in competition with A and B companies during Battalion Field Day won the Commanders Cup with their superior performance in physical competition.

The 17th of August saw the women's softball team take first place in competition with other post teams, the team consisted of wives from all the battalion.

Between the 5th and 8th of September we had ORTT in which we again carried the 155 Howitzer and on the 7th of September we had our first night parachute with 28 men parachuting into Suchon DZ. Then from the 10th to the 14th we flew missions in support of Orbiting Eagle I. On the 27th of September we were involved in our first night airborne assault, inserting three artillery batteries into outlying field locations.
On the 23rd of September the mens' softball team took on their final competitor and at the completion, the men had joined the women in taking first place in the mens' softball league. The mens team was also composed of all members of the battalion.

One of the highlights of "Charlie" Companies history was its participation in Operation Longhaul. The purpose of the operation was to determine the feasibility of long range self-deployment of the CH-47. On the 22nd of September four CH-47's departed Fort Campbell to test this theory, two from A Company nicknamed San Juan Express, one from B Company named Banana Clipper and last but not least "Charlie" Company's aircraft 833 named Carribean Queen; piloted by CW4 Ernest Saunders, CW2 Robert McClellan and CW2 John Boswell and crewed by SFC Robert Coleman and SP/4 Glenn Meeks.

On the 26th of September, after departing Homestead AFB, Florida with their four heavily fueled aircraft and an Air Force HC-130 rescue aircraft, they arrived at San Juan, Puerto Rico after eight hours of flying and 1000 miles over open water, sparsely sprinkled with islands. On the return leg we were greeted and congratulated by General Maddox, Post Commander of Fort Rucker, during our brief stop there. The 2nd of October saw the completion of the trip which covered 3600 miles and 10 days. We were welcomed back to Fort Campbell by General Berry, the 159th Battalion, our wives, friends and to our surprise, a brass band. General Berry then presented the crews with the ARCOM. We were just glad to be home after a long and sometimes tiring trip.

The 17th of October saw us begin training with the troop ladder, the idea is to keep the aircraft at a stabilized 60 foot hover while an infantry platoon climbs down into an area too small to land an aircraft.

From the 23rd to the 31st of October two CH-47's from C Company supported the 18th Airborne Corp at Fort Bragg, North Carolina in their FTX named Boldfire 73.

The early part of November saw us hit with a fuel shortage, which cut our flight time in November to 55 hours.
December was another slow month for C Company. The Division FTX was cancelled due to the fuel shortage.

On 15 January 1974, Battalion was notified by XVIII Airborne Corps that we were required to supplant aircraft and personnel in conjunction with the retrograding of the Nike-Hercules warheads from sites in the northeastern United States. Naturally C Company would be the top of the operation.

First on the agenda was to pass a TPI (Technical Proficiency Inspection) administered by FORSCOM. Training began immediately with long hours of classroom instruction. Dummy loads were requisitioned, and upon arrival, training flights were begun. At the same time records were being screened and security clearances were being requested.

The long awaited day for the TPI finally arrived. On February 29th the TPI team completed their inspection and C Company passed the inspection easily.

Even though the TPI was over C Company continued to train in preparation for the real mission known as "Eagle Finch", later nicknamed "Red Scarf". Training continued until the 1st of May when the company departed Ft. Campbell with seven aircraft enroute to Langley A.F.B., Virginia and Ft. Meade, Maryland to begin "Eagle Finch". The next two months were spent carrying Nike-Hercules warheads and closing down three ADA (Air Defense Artillery) sites in Virginia and five ADA sites in the Washington/Baltimore area. The end of June found C Company back at Ft. Campbell with Operation "Eagle Finch" completed.

The month of July was full of cross-country flights in support of unit of choice missions. There were two flights to Ft. Gay, West Virginia. Unit of choice missions included support of the United States Military Academy at West Point, New York from 14 July to 9 August; two missions to Ft. Polk, Louisiana in support of "Braveshield IX"; and flying the Division Band to Memphis, Tennessee for a change of command ceremony. Other missions included flights to Ft. Bragg, North Carolina; Ft. Chaffee, Arkansas; and Eglin A.F.B., Florida in addition to our regular Division support missions.

Back on the home scene, the first of July saw Major Wallace D. Gram assume command of Charlie Company from Major Maurice L. Reed. Major Gram becomes the tenth company commander of Charlie Company.

August saw a reduction in flight time and missions with a greater emphasis on training to give maintenance a chance to catch up on the parts shortage. During the latter part of August we made three trips to the field preparing for our ATT and the upcoming Battalion ORTT.

The third of September saw the start of the Division FTX, "Orbiting Eagle II". Our mission was to outload four CH-47's on an Air Force C-5A Galaxy and
return them to flying service in 48 hours. On the fourth of September we completed our outload exercise and after two days of hard work our outstanding maintenance teams had all four aircraft flying and mission ready. In support of the FTX we flew over 150 hours, carried over 680 tons, carried over 1100 passengers and flew over 880 sorties. With the close of the FTX on the 15th of September we continued with Division support missions and our training program.

October, November and part of December C Company was involved in another extensive TPI in preparation for Operation "Green Mittens" at Savannah Army Depot in Illinois carrying components of the Safeguard Anti-Ballistic Missile System. The TPI took place in mid-December and C Company once again excelled completing Phase I of "Green Mittens".

In a ceremony held 4 December 1974, Colonel H. Reper, 101st Avn Gp Commander, presented C/159th Avn Bn the trophy for the Aviation Group Flag Football Championship. C Company was undefeated in Aviation Group play and won two games in the post championship round before being defeated twice and eliminated.

Charlie Company continued to "Press On" with the New Year. Phase II of "GREEN MITTENS" began for C Company on January 22, deploying the advance party to Truax Field, Madison, Wisconsin with the main body arriving a week later. "Green Mittens" continued through mid-February when the main body returned to Ft. Campbell.

The Broken Wrench Award, an award presented by the 101st Avn Gp to the unit whose aircraft maintenance and motor pool has the highest availability rate and the best maintenance procedures and records, was permanently awarded to C Company at a February company formation. This is a monthly award with a post wide competition. C Company has won this award for the fourth time since 1973 thereby qualifying the company to receive the award permanently.

March found C Company assisting B Company in preparation for the mission "Gallant Shield" and assisting the National Park Service in a search and rescue mission. "Gallant Shield", at Ft. Bliss, Texas will be a large, inter-service, desert exercise designed to test the mobility of troops and equipment in a desert environment. The search and rescue mission was conducted in the Great Smokey Mountain National Park in Eastern Tennessee. C Company assisted park rangers and 200 volunteer rescue workers in the search for a hiker missing since 12 March. The lost hiker's body was recovered from a dense forest on the side of Mt. Guyet using a CH-47 rescue hoist with a jungle penetrator. C Company received a plaque in appreciation from the National Park Service.

The month of April found C Company scattered to the north, south and west of Ft. Campbell in support missions. On the 4th of April, three Pluyter Chinooks left for Madison, Wisconsin in support of the continuing mission "Green Mittens".
The mission went well and the participants returned on the 11th of April. On the 4th, one C Company aircraft was sent to Camp Robinson near Little Rock, Arkansas in support of the 39th Brigade an Army Reserve Unit. El Paso, Texas was the destination for two aircraft. They departed on 7 April in support of "Gallant Shield" and returned on 25 April. On 6 April two aircraft left for Homestead Air Force Base for another nuclear security mission, "Golden Shoes". Even though spread out, Charlie Company was also busy at home demonstrating the "Fare Hook" concept. The "Fare Hook" concept is to have a C-47 act as a giant airmobile fuel bag with a fuel-on-call service using two 600 gallon tanks, 500 feet of hose and 2 fuel pumps. The whole operation from touchdown, refueling of aircraft and departure takes less than ten minutes.

In May C Company Operations and Maintenance moved into their new home in Hanger #10. New Operations and Maintenance can move around without bumping heads and getting in each others way.

On 6 June 1975, C Company underwent a change of command with Major Johnnie L. Murphy assuming command and becoming the eleventh company commander.

Members of C Company departed Ft. Campbell on 20 June for the final phase of "Green Mittens" in Madison, Wisconsin. Missions were flown on 24 and 26 June. Base Operations at Madison was discontinued on 26 June with all personnel returning to Ft. Campbell on 28 June.

One aircraft and crew went to Tucson, Arizona on 23 June to pick-up seats for the C-47 "Gooney Bird" that is on display at the Division Museum.

On 6 July C Company was tasked with "Golden Shoes II", another mission at Homestead Air Force Base, Florida. Preparations were initiated immediately with classroom training and actual field training. On 15 July a practice TPI was taken to determine any deficiencies in preparation for the actual TPI. The TPI on 17 July was a complete success and C Company was ready to start "Golden Shoes II". The main body left for Homestead on 21 July and returned two weeks later completing our nuclear missions with a collection of "Red Scarf", "Golden Shoes" and "Green Kittens".

The last part of July found C Company moving from their old company area to a new building at 50th and Kansas. The new Barracks are complete with air conditioning and individual two man rooms.

August was spent flying missions in support of the Division and preparing for three field trips planned for September.

On September 9th, 10th and 11th the company was practicing for the annual ARTEP. The actual ARTEP took place from the 15th to the 17th of September. The purpose of the ARTEP was to evaluate C Company on their readiness to perform a combat mission and operation in an actual combat situation.
On the 2nd thru the 5th of September a Division load-out was held. This was a test for the Division to deploy all TO&E equipment to a combat area and establish a functional combat operation. C Company was specifically involved in disassembling, loading and unloading 6 CH-47’s on Air Force C-5A Galaxies. The exercise was conducted in a quarantined area using only an 81 man force. This specific operation had never been attempted so C Company was under a test program. Due to the low time and cost the Army has accepted the program as feasible. The rest of September was spent in unit training and support for the Division.

October proved to be a busy month for C Company. Company teams competed in many events on the 101 Arm Gp Activity Day taking 1st place in team handball and tug-of-war with a second place in volleyball.

On October 14th, five of C Company’s ships joined with B Company and departed for Ft. Bragg, North Carolina. They supported the combined services field problem, “Firex 75” and returned to Ft. Campbell on 21 October. C Company went to the field on the 29th and 30th of October to practice and prepare equipment for the upcoming Battalion ORTT. The company came in from the field for one weekend and returned on 4 November for the Battalion ORTT. The ORTT ran from the 4th to the 7th of November. On 7 November the company returned to garrison, unpacked, cleaned and repaired broken equipment, vehicles and aircraft in preparation for “Orbiting Eagle V”. On 17 November C Company was back in the field flying almost 90 hours in the first 24 hours. The company remained in the field until 24 November flying a total of 283 hours in one week. “Orbiting Eagle” was a field training exercise for the entire 101st Division. The 101st was tested and evaluated under combat conditions against both tank and anti-aircraft weapons. Charlie Company once again proved itself, receiving praise from the many units that it supported.

During the month of December C Company continued to support the Division participating in numerous artillery and infantry moves.

The beginning of the New Year found C Company busy getting back into a regular schedule after the Holiday Season. The company stayed close to home flying Division support missions. January also found C Company busy preparing for an IG Inspection to be held in February.

The IG Inspection was held from the 9th thru the 14th Of February with the company passing with flying colors. February again found C Company aircraft home flying missions in support of the Division and flying missions for the company training.
On 14 March eight C Company aircraft departed Ft. Campbell enroute to Ft. Knox, Kentucky. C Company was supporting the 101st Airborne Division Artillery who was administering an ARTEF to the 2/320 Artillery Battalion. The company flew 105.7 hours in support of the ARTEF.

On 19 April, C Company began the "Second Battle of Waterloo" as their Bicentennial Year Celebration. This was accomplished by using an invasion force of five CH-47's, ten assault boats and seventy-eight men. The mission, entitled "Entourage 76" was a 125 mile adventure training trip down the Tennessee River. "Entourage 76" also included a static display for the citizens of Waterloo, Alabama; the point of insertion for the adventure training.

During the months of May, June and July C Company was working on the Ft. Campbell Reservation in preparation for "Reforger 76". Almost everyone got a chance to participate in one or more of the "Sovereign Eagle" series of four Command Post Exercises. The purpose of the exercise was to get everyone in the Division used to working together in an European environment. Problem areas associated with a prolonged field exercise were uncovered and corrected during the practice. The three months of preparation for "Reforger 76" were culminated with a company "Hail and Farewell" on the 30th of July.

The advance party for "Reforger 76" boarded Air Force C-140's at Campbell Army Airfield on the first of August. The main body arrived and was operational by the 27th of August.

The first mission commenced on 3 September with C Company supporting V Corps near Hanau, West Germany. On the 8th the aircraft returned to the MUAA (Major Unit Assembly Area) at Giebelstadt, West Germany. The 12th of September found C Company heading south to support VII Corps in the vicinity of Schweidnitz Hall. At the same time several aircraft departed the MUAA for "Einsen Dienst", a mission in support of Belgium NATO forces. On the 18th of September all of C Company aircraft had again returned to the MUAA. From the 18th to the 20th C Company aircraft flew practice Air Assault In Action missions with the actual demonstration taking place on the 21st at Wolfsten, approximately 45 miles west of Wurzburg. During this time C Company also sent two aircraft to Bastogne, Belgium for a ceremony commemorating the 101st Airborne Division's World War II invasion of Belgium. The next day these aircraft participated in another ceremony at Eindhoven Hall, Holland commemorating the invasion of Holland. On the 25th of September C Company turned over four CH-47's to the 295th Avn Co. The 295th was standing down it's CH-54's to become a Chinook company.

C Company personnel started to redeploy to Ft. Campbell on the 28th of September with the last aircraft arriving on the 6th of October.

The "Reforger 76" exercise was constantly hampered by poor weather conditions. On several occasions aircraft were not able to return to the staging area and had to RON in small villages in the German countryside.
October found C Company ferrying aircraft back to Ft. Campbell from Norfolk Naval Air Station, Virginia. The company was also busy catching up on their maintenance and becoming fully operational.

November again found C Company leaving Ft. Campbell, this time bound for Ft. Bragg, North Carolina in support of A Company on Firex 76. C Company sent five aircraft in support of an eight ship mission.

On 2 November C Company underwent a change of command with Captain (p) Floyd W. McLean Jr. assuming command and becoming the twelfth commander of C Company.

December found C Company remaining at Ft. Campbell flying missions in support of the Division. The reduction of missions allowed the company to catch up on maintenance and training in preparation for the coming year.
UNIT HISTORY

Co C 159th AVN BN (ASE)

1 January 1977 - 30 March 1977

29 March 1977

CW2 James A. Mankie
The beginning of the New Year found C Company getting back into the routine after the Holiday Season. With the AGI coming up in April these next several months will find us very busy. To add to the usual preparations for the IG, C Company is also faced with the task of changing over to a new TO&E.


On the 17th of January, C Company was headed for the field for our ORTT Practice. Along with C Company deploying to the field there were also two C Company aircraft that were attached to A Company in support of their ORTT Practice. The field problem, scheduled to last for five days was cut short due to the problem of extremely cold weather. The extreme cold and frequent snows in January severly limited our missions and flying time for the month of January.

The remainder of January was spent flying Division support missions. The support missions were primarily Arty Raids and several Battery moves.

The month of February again found C Company in the classroom. Classes were devoted to Human Self Development; Human Rights; Equal Opportunity; CBR; Handling of Classified Materials; Military Justice and DWI. The Company also made a trip to the CBR Chamber to qualify the Company.

C Company spent the first two weeks of February flying a mission in support of the 3/187th for their FTX. The first thru the third, C Company flew for the 3/187th's practice FTX. The actual FTX for the 3/187th was conducted from the ninth to the thirteenth of February. During the five days that C Company flew in support of this mission, there was a
twenty four hour support capability maintained by the Company. Aircraft
and crews were on a thirty minute stand by at the hanger. Following
the completion of this mission on the thirteenth, C Company went to
the field for our own FTX. This FTX was scheduled as a make-up for
the FTX that was cut short in January. C Company departed the Company
Area on the twenty-second of February and returned on the twenty-fourth.
As in January, this field problem was hampered by poor weather. Flying
was limited to two days due to thunderstorms and low ceilings.

On the eighteenth of February C Company assumed DRF and DAB. This
places the Company on a four hour and six hour call to be able to deploy
to any location in the world. DRF and DAB are scheduled to end for C
Company on the second of April.

March found C Company attending classes in the continuing preparation
for the AGI. Classes this month include Military Justice, Civil Affairs,
SAEDA, Egress Training and Drug Abuse classes. March was also the month
for the semi-annual PCPT for C Company.

There were two load-outs conducted during the month of March.
The first was conducted on the first to the third as a practice. The
actual load-out and tear-down was conducted from the sixteenth to the
eighteenth of March.

March was a busy month for flying. There were two Air Assault In
Action demonstrations and missions in support of the Division. "Eagle
Pury", the first demonstration, started with practice missions from the
eighth to the fifteenth. The actual demonstration was conducted on the
sixteenth of March. In addition to participating in the demonstration
C Company supplied three VIP aircraft to transport 54 Generals and
Colonels to the demonstration site. With that Air Assault In Action
demonstration completed C Company immediately started practice for another
Air Assault In Action demonstration to be presented for the 173rd Airborne's Reunion. Practice started on the twenty-first and ended on the morning of the demonstration. C Company also flew several missions in support of Division Artillery. The Company also participated in the ARTEP support of the 2/503rd and C/158th.
1 January 1977 - 30 March 1977

Commanding Officer: MAJ F. W. McLean Jr.

1 January 1977 - 30 March 1977

First Sergeant: 1SG Jimmie Slice

15 February 1977 - 30 March 1977

1SG John H. Vann

1 January 1977 - 15 February 1977

Flight Platoon: CPT Mirro M. Martens 1 April - 16 May

1 January 1977 - 30 March 1977

CPT John D. Harbor

1 January 1977 - 30 March 1977

Headquarters Platoon: CPT John D. Harbor

1 March - 13 May

Service Platoon: CPT Hubert W. Spivey

1 January 1977 - 30 March 1977

Type Aircraft Authorized-CH-47

Authorized 16

Actual 16

Flight Hours By Month

January

February

March
COMPANY COMMANDERS C/159th AVIATION BATTALION


Major Merrill T. Adamcik 1 May 1968 - 9 June 1969
Major Samuel E. Kaiser 10 June 1969 - 24 December 1969
Major John D. Jones 12 April 1970 - 4 December 1970
Major Thomas L. Berta 5 December 1970 - 24 June 1971
Captain Melvin A. Utley 25 June 1971 - 4 December 1971
Captain Charles E. Magaw 5 December 1971 - 3 January 1972

Unit Stand-down Republic of Viet Nam
Re-activated at Ft. Campbell, Kentucky

Captain Thomas A. McMillen 5 August 1972 - 21 June 1973
Major Maurice L. Reed 22 June 1973 - 30 June 1974
Major Wallace D. Gram 1 July 1974 - 5 June 1975
Major Johnnie L. Murphy 6 June 1975 - 1 November 1976

Captain (F) Floyd W. McLean Jr. 2 November 1976 -

UNIT AWARD S

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